

THE CARLETON SENTINEL.

WOODSTOCK, OCTOBER 15, 1850.

We have already given it as our opinion, that so long as the people of this Province neglect to erect and encourage manufactories, so long will they continue poor and dependent. A determination on the part of Americans, (we mean citizens of the United States) to make theirs a manufacturing, as well as a growing country, is the great secret of their prosperity. Every encouragement is given by them to their own manufactures. Their produce creates trade, employs and supports many thousand families, and not only prevents their country from being drained of money, but is rapidly making them a wealthy and prosperous people. How can it be expected that money will remain in the province if we continue to import so many articles that might just as well be manufactured here, and for which so many thousands of pounds are annually sent away. Prejudice, we are sorry to say, has a great deal to do with this. We must rid ourselves of the idea that every article we import (which is almost every one we use,) is much better than any that can be made in the Province. If a manufactory is spoken of, or an attempt made to manufacture any kind of article now imported, the cry is immediately raised—Oh, it cannot be done!—It cannot be made here! or it can be got much better and cheaper in the United States, and the party is cried down at once, or suffered to fail in the attempt, for want of a little encouragement. If a waggon, a plough, a pail or a broom is required it must come from the United States, if made in the Province, either the workmanship or material, or both are defective. We knew a man a short time ago to purchase a waggon on the other side of the Line, he was asked why he did not get one made in the Province; because, said he, the wood in the United States is much better than ours; in a few days one of the axle-trees broke, and he found it had been made of poplar. Many of our readers no doubt recollect reading in the "Sentinel" last winter, that the Merchants of Fredericton would not purchase grass seed at their own doors from the farmers who raised it in the Harvey Settlement but afterwards purchased the same seed in the United States at an advance of 50 per cent. We also learn from a St. Andrews paper that furniture is manufactured in that town, carried over to the United States, and re-sold to Province people at highly increased prices as Boston Manufacture. These are but a few of the many cases that might be named in which our people actually gull themselves in their anxiety to rid the country of money, by using none but imported articles. One would suppose that if a people wished to advance the interests of their country, and keep among them sufficient money to carry on their ordinary business, even an inferior article, if manufactured in the Country, would be used in preference to an imported one which can be purchased only with cash. But such is not the case with us. The very name of Domestic Manufacture is a bug-bear. We would ask why are not the castings made at Mr. Everitt's foundry at the Creek as good as any that can be got in the United States? his iron is equally as good, he casts from the same moulds and he has the best workman he can find in the Union.—Yet in the face of all this, a preference is given to articles of American Manufacture, and will be, until the prejudice is removed, and a fair trial to our own given.

We would also ask our capitalists, and some of our farmers too, what is to hinder them from erecting and working a woolen factory in this place? they must know that a very large amount of money is yearly sent from the Province to purchase such woolen goods as could easily and profitably be made here. Blankets, flannels, men's and women's clothing, horse rugs, &c., are yearly imported in large quantities, to the great injury of our farmers; yet we doubt much if there is any part of North America where wool can be grown cheaper, and of a better quality than in Carleton. But of what profit has it ever been to us? it is true that within the last two years some fine specimens of cloth, and a few splendid carpets and other articles have been made. There has also been a coarse cloth manufactured in the country for a number of years, but the spinning and weaving has cost double what the article is worth. At present if a farmer has more wool or cloth than he requires for his own use, he cannot dispose of either unless at half its value; there is no consumption for the wool, and a much cheaper cloth (because made by machinery) is brought into the country. This would not be the case if we had woolen manufactories among us. A farmer would then receive cash, and a fair price for his wool, or if he required it, cloth for one half it would cost him if made at home in the usual way. Nor is this all; such manufactories would create a market for many other articles of farm produce. They would not only prove a profitable investment for money, but would be the means of keeping large sums in the country that are now yearly sent to the United States—they would give

profitable employment to many that would otherwise spend their time and their energies in a foreign country—they would do much towards enlightening the people on the great question of Free Trade or Protection, and would in short be of incalculable benefit to the country at large.—We trust therefore that no time will be lost, and that at least one company will immediately be formed, to erect works such as we have named. We would also like to see this company composed chiefly of farmers, as we are satisfied that no one thing they could undertake, would be to them so profitable.

ST. ANDREWS AND QUEBEC RAILROAD.—The last St. Andrews papers contain the cheering news that the whole of the stock set apart for English Shareholders, had been taken up in England; and a disposition manifested to take up in addition the portion reserved for disposal in the Colonies, unless the parties who subscribe do promptly pay up. A Locomotive manufactured for the Company, and a large quantity of iron rails are to be shipped by the 20th of the present month, and a managing director from London was expected, and has probably arrived in St. Andrews ere this, to look after English interests there.

The following from the *Charlotte Gazette* is, if the editor's information be correct, still more gratifying. He says:—

Since writing the above, we have been told that a delegation from Quebec had been making overtures to the London Board of Directors, for the purpose of bringing about a junction of interests, and promising, should an agreement be come to, on the part of their constituents, to build up the road to the line dividing the two Provinces, or even to the *Grand Falls*. Should this information prove correct, Quebec will, at length, in our eye, have caught sight of the specious attempt to throw its commercial claims into the hands of other communities.

The *Head Quarters* after copying our remarks on the Big Squash says:—

"Even this won't do, neighbour. There is a squash now growing in the garden at Government House, and raised by Mr. James Berry, Gardener to His Excellency the Lieut. Governor, which on being measured on Monday last, was found to be six feet eleven inches in circumference. When the *Sentinel* finds a match for this monster in the County of Carleton, we shall look about the neighbourhood for a larger, but until then, Mr. Berry's will serve our turn."

"A few days ago we saw a russet apple, grown in the Garden of S. W. Babbit, Esq., Cashier of the Central Bank, which measures thirteen inches in circumference. This apple was raised from a slip imported from Aberdeen, Scotland, by the late Mr. Willox, and there were several others on the same tree which nearly equalled the above in size. The fruit is exceedingly pretty, and the flavour is said to be excellent. We will "bet a big apple" that the *Sentinel* cannot find a mate for Mr. Babbit's beauty in all the fine County from which his paper takes its name."

We give up on the apple question, for although there are many large and fine ones grown in Carleton, we scarcely think any one of them can be found as large as Mr. Babbit's russet; but we will not acknowledge ourself, squashed on the other question, until we know how many grew on the same vine with the big one in His Excellency's garden.—It will be recollected that three others grew on the vine with our big one, where if one only had been allowed to grow it would in all probability have been a foot larger. Our contemporary also states that the one in the garden at Government House is still growing, while ours was pulled over three weeks ago, the frost having killed the vines; we can't acknowledge beat yet, although if we are, it takes nothing short of His Excellency to do it.

We wish it were in our power to give more than a passing notice of the Lecture on Education delivered in the Mechanics' Institute last Friday evening by Mr. D'Avery. From a wish to get out our paper rather earlier than usual this week, so as to enable us to be at the Cattle Show to day, we shall have to defer saying anything on the subject until our next issue. From some hasty notes taken of the Lecture we hope to be able to give a brief outline of it, as delivered by the learned Lecturer.

ERRATUM.—In our remarks on the improvement of the St. John, in the *Sentinel* of the 1st inst., our compositor has made us say that "two feet of the dam at Bear Island Bar had been carried away;" it should read "twenty feet." We also take this opportunity of stating that we had not the slightest intention of finding fault with the Contractors for any neglect of theirs. We believe Mr. Rainsford has done much more than his contract obliged him to do, but which he considered necessary in order to strengthen the work, and for which he has not been allowed one penny.

When the "Head Quarters" reads the following, we think he'll knock under and say nothing more of his big squashes. The editor does not give us the circumference of his beauty, but from its great weight, we should judge it to measure at least 20 feet:—

[From the St. Andrews Standard.]
LARGE SQUASHES.—We saw a few days since, two very large squashes, which were raised on the farm of James White, Esq., in the vicinity of this city, one of which

weighed 414 lbs. This is another proof of what our climate is capable of producing when the soil is properly prepared.—*New Bruns.*

STEAM SHIPS.—The U. S. Steamship *Atlantic*, from Liverpool, 25th ult., for New York, passed Halifax harbour on Sunday morning the 6th inst., at 10 o'clock; and the R. M. S. *Europa* which left Liverpool on the 28th ult., passed at 7 o'clock. The *Nova Scotian* says this noble ship made her number as she passed Sambro Light House—*Europa* is bound to lick the *Atlantic* this time.

The Right Reverend, the Catholic Archbishop of Canada, died at Quebec on Friday morning the 4th inst.

The Carleton Agricultural Show and Fair is being held to day at the Upper Village. Particulars of this and the Ploughing Match, in our next.

AWFUL COLLISION AT SEA—TWENTY-TWO LIVES LOST!—The steamship *Southern*, which arrived here last night from Charleston, ran into the barque *Isaac Mead*, from this port bound to Savannah, yesterday morning at 2 o'clock. The latter sank immediately, and twenty-two souls were lost! We give the account of this terrible disaster from the log book of the *Southern*.

On Friday, at 2 A. M., lat 38, 39, sounded in 22 fathoms water; relieved the wheel. In 10 minutes after we made a sail on the larboard bow; put the helm hard aport; stopped the engine and backed strong, when we came in contact; we backed clear and stopped the engine when the vessel went down under our bow, which was in less than five minutes from the time of the collision. Hearing the cries of distress in the sea, through the exertions of the crew and passengers, we were able to man three of Francis's life-boats and saved seven of the crew and two passengers out of thirty-three in all. She proved to be the barque *Isaac Mead* from New York for Savannah, with a valuable cargo. She was steering SSW., we NNE; the wind to the North blowing strong with a sharp sea; they unfortunately put their helm to starboard to cross us as they saw us first, and took us for a vessel standing in shore. We remained until every vestige of her disappeared and nothing was heard but the moaning of the sea.

Too much cannot be said in favour of Francis's life boats; had it not been for them we could not have saved one soul of all on board; a wooden boat would have been stove to pieces in lowering or coming alongside, the sea was so bad. To show with what facility they were got ready, in 45 minutes from the time the first boat was lowered, manned by the second officer and two of the crew, she returned with seven; the second manned by the first officer and two of the crew, Capt. Lubbock and Capt. J. C. Berry, who nobly volunteered their services, the third, manned by Thomas Vail and the balance of the crew. When we gave up all hopes of finding any more, we turned our attention to our own damage, found that we had carried away our cutwater, bobstay and flying jib boom, with the head rails and some scratches on the bow.
New York Tribune.

CHIEF JUSTICESHIP.—The rumoured resignation of Chief Justice Chipman, and the probable elevation to the vacant office of Attorney General Wilmot have, in the course of the last week, furnished a fruitful theme for discussion in the Provincial prints; some strongly condemning the choice of the supposed successor, and others as vehemently approving of it. For our own part we hardly believe that such a succession could have been thought of, with such Puisne Judges in the way as a Carter, a Parker, and a Street. High as the ambition of the Attorney General may be inclined to soar, we think he would of himself shun an elevation which would partake so strongly of the sublime and the ridiculous. No such appointment we hope will take place, nor any such slight be offered to the present Bench.—*Charlotte Gazette.*

John Connell was fined twelve dollars for knocking out his wife's eye with a bottle! It isn't everybody that can "take a woman's eye" like that.—*American Paper.*

JENNY LIND is not expected in Woodstock this Fall.

THE RELICK OF A WRECK.—The bark *Elizabeth* of Mattapoiset, which lately returned to that place from a whaling voyage, picked up on the "Western ground," in North latitude 35° 51m, W. lon. 69° 22m, a bell of about 200 lbs weight, attached to a beam or mast which was nearly eaten up by worms. It has stamped on the upper part "James S. P. Allaire, N. Y. 1836." It is supposed from its size, and from the appearance of the beam to which it was attached, that it belonged to a steamboat.—It is possible it may be identified as belonging to the ill-fated President. If so, it is we believe, the first vestige which has been brought to light of that vessel, from the date when she was doubtless buried in the ocean.—*Boston Advertiser.*

A MATCH FOR GENERAL TOM THUMB.—The *Cape Breton Giant*.—The St. Ann's Correspondent of the *Cape Breton News* informs that Journal that the young giant, Angus McCaskill, had left his home for the United States via Halifax, to be exhibited. He is thus described:— "This remarkable youth is 7 feet 2 inches in height, and well proportioned—and will encompass a space of eleven feet from hand to hand—remarkably strong, in his twenty first year, and is still growing in height and strength. Let the blue noses and brother Jonathan treat him with kindness, and try can they send us such another sample of their Country's production, and if so we will send them another in the person of his younger brother, who it is supposed will outstrip "Big Angus." His parents are ordinary sized persons and what is still more remarkable when at the age of 12 years he was considered a dwarf."